

AMENDMENTS TO THE SPECIFICATION WITH MARKINGS TO SHOW CHANGES MADE

Replace paragraph [0050] as follows:

--[0050] ~~As clearly shown in [0047], by~~ Through the relative movement of the thrust piston 30 with respect to the first subassembly 1, a variation of the degree of change in length, or degree of compression of the spring element 31, is realized in dependence on the relative angle. At lower relative angles, the degree of change in length is virtually equal to zero, while also increasing with rising relative angle.--

Replace paragraph [0059] as follows:

--[0059] The spring element 31, is seen located between the two thrust pistons as shown in FIG. 1. As seen in FIGS 7 and 8 (where only the thrust pistons are shown), the right hand thrust piston 30 display a certain clearance. This clearance is between an impact area of the guide surface 44 at the subassembly 2 and an area where the thrust piston 30 impacts upon the projection 45. Thus, an unimpeded movement of the subassemblies relative to the each other can be realized, while avoiding that the right piston 30 will leave its receiving position and avoiding an engagement into the left hand thrust piston.

[0060] FIG. 9 shows both thrust pistons 30 during impact in a schematic way (without the spring). Due to their asymmetrical configuration a closer engagement with each other is realized, which means a greater compression of

the spring element can be realized. This also permits a considerably greater relative rotational angle between the two subassemblies 1, 2 or, stated differently, a greater compression of the spring element 31 can take place at the same maximum rotational angle between the subassemblies. This is also particularly true for the radial external guidance as a consequence of the slanted ramp surface 43. Furthermore, the lateral guide surfaces 32 also ensure a considerably safer and more stable guiding of the thrust pistons 30. This arrangement avoids an impact of the spring elements 31 against the second subassembly 2, especially at high rotational speeds.--